

APPENDIX A - ENVIRONMENTAL COORDINATION



**DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715**

REPLY TO
ATTENTION OF
CENAB-OP-TN

24 July 1998

SUBJECT: Maintenance Dredging, Potomac River Below Washington and Alexandria, Maryland and Virginia

PUBLIC NOTICE TN-98-02

TO WHOM IT MAY CONCERN:

Pursuant to Sections 313 and 404 of the Clean Water Act of 1977 (33 USC 1323 and 1344) **NOTICE IS HEREBY GIVEN THAT** pending availability of funds the Baltimore District, U.S. Army Corps of Engineers proposes to perform maintenance dredging along portions of the Federal navigation project in the Potomac River.

The Federal project in the Potomac River consists of eleven (11) disjointed channels extending from the mouth of the river to Alexandria, Virginia. The currently proposed work consists of performing maintenance dredging along the upriver portion of the project. Maintenance dredging is proposed for the Alexandria waterfront, Hunting Creek and Mattawoman bars as shown on the attached map. The channel will be dredged to a depth of 24 feet plus 1-foot allowable overdepth and a width of 200 feet. This will result in the removal of about 970,000 cubic yards of material; 444,000 from Alexandria, 108,000 from Hunting Creek and 418,000 from Mattawoman. The material is anticipated to be mechanically dredged and placed in a 35 foot deep hole off Gunston Cove, as shown on the map.

Analysis of the material to be dredged from Alexandria and Mattawoman has indicated a clean, fine grain material, while the Hunting Creek channel material is clean sand. The material from Alexandria and Mattawoman is similar to the existing material at the Gunston Cove placement site. The material from the Alexandria channel will be placed into the hole first, followed by the Mattawoman material, and then covered with the sandier material from Hunting Creek. Material going to the deep hole will be placed in a manner that will enhance bathymetric roughness and irregularity. This should enhance finfish use of the placement area, depending on the stability of the material within the site. Placing material into the hole should raise the bottom by about 5-6 feet. A monitoring plan will be developed to investigate the fate of the dredged material after placement.

CENAB-OP-TN

SUBJECT: Maintenance Dredging, Potomac River Below Washington and Alexandria, Maryland and Virginia

The shortnose sturgeon (*Acipenser brevirostrum*), an endangered species, has been located in the lower portions of the Potomac River. Discussions with the National Marine Fisheries Service and the U.S. Fish and Wildlife Service have resulted in a Corps of Engineers funded monitoring effort to determine if shortnose sturgeon are present in various locations in the Potomac River and Gunston Cove placement site.

A review of data generated for preparation of the Environmental Assessment, including a preliminary 404 (b)(1) evaluation, indicates that no significant environmental impacts are expected and that preparation of an Environmental Impact Statement is not warranted. National Environmental Protection Act (NEPA) documentation addressing the environmental issues of the dredging and disposal operation is being prepared.

The proposed maintenance dredging complies with and will be conducted in a manner consistent with the approved Maryland Coastal Zone Management Program. Maintenance of the project is being coordinated with the following Federal, State and local agencies: U.S. Environmental Protection Agency, Department of Interior, Fish and Wildlife Service; U.S. Department of Commerce, National Marine Fisheries Service; State of Maryland, Department of the Environment; and the State of Maryland, Department of Natural Resources, and the city of Alexandria.

The decision whether to accomplish the work proposed in the public notice will be based on an evaluation of the probable impacts of the proposed work on the public interest. The decision will reflect the national concern for the protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, aesthetics, fish and wildlife values, general environmental concerns, economics, historic values, navigation, energy needs, recreation, safety, water quality, food production, and in general, the needs and welfare of the people.

Designation of the proposed disposal site for dredged material associated with this Federal project shall be made through the application of guidelines promulgated by the Administrator, Environmental Protection Agency, in conjunction with the Secretary of the Army. If these guidelines alone prohibit the designation of the proposed disposal site, any potential impairment to the maintenance of navigation including any economic impact on navigation and anchorage which would result from the failure to use the disposal site will also be considered.

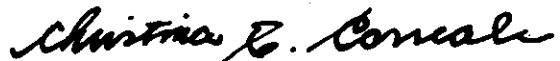
CENAB-OP-TN

**SUBJECT: Maintenance Dredging, Potomac River Below Washington and Alexandria,
Maryland and Virginia**

Any person who has an interest which may be affected by the disposal of this dredged material may request a public hearing. The request must be submitted in writing to the District Engineer within 30 days of the date of this notice and must clearly set forth the interest which may be affected and the manner in which the interest may be affected by this activity. It is requested that you communicate the foregoing information concerning proposed work to any persons known by you to be interested and who, not being known to this office, do not receive a copy of this notice.

The U.S. Army Corps of Engineers, Baltimore District, has applied for Water Quality Certification from the State of Maryland. Any comments relating to water quality concerns should also be forwarded to the Maryland Department of the Environment, Standards and Certification, 2500 Broening Highway, Baltimore, Maryland 21224, within 30 days of the date of this notice.

FOR THE COMMANDER:



CHRISTINA E. CORREALE
Chief, Operations Division

Enclosure



MARYLAND DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway • Baltimore Maryland 21224

(410) 631-3000 • 1-800-633-6101 • <http://www.mde.state.md.us>

Parris N. Glendening
Governor

Jane T. Nishida
Secretary

March 9, 1998

Mr. Ronald A. Cucina, P.E.
Acting Chief, Operations Division
Baltimore Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

Dear Mr. Cucina:

Secretary Nishida asked me to respond to your letter informing the Maryland Department of the Environment (MDE) about your proposal to perform maintenance dredging of the Federal channels in the Potomac River including the City of Alexandria waterfront. The material from the maintenance dredging is being proposed to be placed at Gunston Cove. The deep hole site would be used to accept the dredged material from the Alexandria waterfront, the Hunting Creek channel and possibly the Marshall Hall Bar and would involve the placement of about 300,000 cubic yards of material.

Your letter makes references to previous studies submitted to MDE on overwintering fish, sediment characteristics and movement, dissolved oxygen and benthic organisms. Unfortunately, we cannot locate these reports. However, we have to review the abovementioned technical reports before any further decision can be made on this project. MDE would really appreciate if you can send us a copy of the technical reports for our review. It will help us understand this project better.

The technical staff has reviewed the report entitled 'Evaluation of Toxicity of Potomac River Sediments', and submit the following comments and suggestions:

- Of the inorganic contaminants evaluated, only nickel exceeded the ER-M in 1 of 17 samples. This exceedance is of no great significance because the validity of the nickel ER-M value is suspect.
- Although several organic substances were detected, the majority of them were non-detects. Given the sediment characteristics, this is not altogether unexpected. Sediment with high sand content generally do not tend to accumulate contaminants as readily as sediments with high clay content. In addition, most of the detected organics did not have a corresponding sediment benchmark, and therefore could not be evaluated as thoroughly as inorganic contaminants. However, the concentrations of the detected organics were significantly higher than their detection limits, suggesting that no gross contamination existed.
- Certain grain size tables do not account up to 100% by weight. For example, in the core sediment sample collected in area 4, only 50% is accounted. The other 50% is not accounted for.

Mr. Ronald A. Cucina, P. E.
March 9, 1998
Page 2

If you have any questions regarding these comments, please contact me at 410-631-3680, or my staff member, Mr. Visty Dalal at 410-631-3689.


Sincerely,



Michael S. Haire, Director
Technical and Regulatory Services Administration

cc: Visty Dalal, TARSA, Maryland Department of the Environment
Gary Seltzer, WMA, Maryland Department of the Environment

DIDION



World Cruises

September 23, 1998

Colonel Bruce Berwick
District Engineer – Baltimore District
U.S. Army Corps of Engineers
P. O. Box 1715
Baltimore, MD 21003-1715

Dear Colonel Berwick:

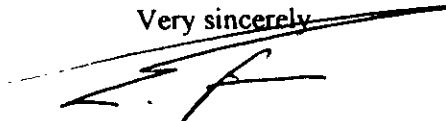
We are responding to your Public Notice TN-98-02 in connection with the upkeep and maintenance of the channel of the Potomac River. This notice was published by your office on July 24, 1998.

Didion World Cruises has been operating luxury cruises from the Port of Alexandria, Virginia since 1992. Our cruise ships dock at Robinson Terminal and generally operate during the months of July, August, and September of each year. This year for instance, the cruise liner M.S. Leeward operated in and out of Alexandria on seven (7) different occasions. The ships that we bring into Alexandria are limited to a maximum draft of 19 feet because the river is badly silted at several spots along the way. Since there are only a handful of quality ships that meet this draft criteria, it is very difficult for us to obtain and maintain a year to year schedule. If the river was dredged to its authorized depth of 24 feet, many other vessels would be able to navigate the river and our possibilities for bringing ships into Alexandria would be much greater.

As you can well imagine, the City of Alexandria, as well as the entire greater Washington Metropolitan area, have a vital economic interest in having cruise ships call and sail from the Port of Alexandria. Passengers come from around the country to take our cruises which we operate to Bermuda, New England/Canada, and the Caribbean. Our cruises vary in length anywhere from 3 to 14 days.

We very much appreciate your efforts in bringing this long delayed project to fruition as soon as possible.

Very sincerely,



Ed Didion
President

ED/mo

CREATORS OF CRUISE VACATIONS

1423 H ST., N.W. WASHINGTON, DC 20005
(202)371-1712 • 1-800-524-6258 • FAX (202)682-1927



FILE: OPS
UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
One Blackburn Drive
Gloucester, MA 01930-2296

JUN - 4 1998

Colonel Bruce A. Berwick
District Engineer
Baltimore District, Corps Of Engineers
P.O. Box 1715
Baltimore, Maryland 21203-1715

Attn: Robert Blama, Navigation Branch

Dear Colonel Berwick:

This pertains to the proposed maintenance dredging of the Potomac River Federal Navigation Project in Prince Georges and Charles Counties, Maryland, and the City of Alexandria, Virginia waterfront. Recently, National Marine Fisheries Service (NMFS) received new information indicating that shortnose sturgeon (Acipenser brevirostrum), an endangered fish species under NMFS' jurisdiction, is present in the proposed project area. As required by Section 7 of the Endangered Species Act (ESA), the Baltimore District Corps of Engineers should initiate consultation with NMFS to evaluate the potential impacts of this project on shortnose sturgeon.

Documented takes of shortnose sturgeon in the Chesapeake Bay and its tributaries have increased since the introduction of a bounty system in 1996 by the U.S. Fish & Wildlife Service (FWS) on all sturgeon taken by commercial fisheries in the Chesapeake Bay region. Of twenty-one fish taken since early 1996, two were taken in the tidal Potomac River; one at the mouth of Potomac Creek during 1996, and a second at the mouth of the St. Mary's River during 1998. No information exists on the origin or ecology of shortnose sturgeon in the Potomac River, although it is suspected that the fish may be transients from the Delaware River that gain access to Chesapeake Bay through the C&D Canal. Sturgeon taken in the Potomac River may also originate from an upper Chesapeake Bay population, the existence of which is currently being investigated under a study co-sponsored by your district office. Although there are limited data on Potomac River shortnose sturgeon, the presence of the species in the project area indicates that sturgeon mortalities or other adverse impacts could result from open water disposal actions proposed for this project. Therefore, consultation under Section 7 of the ESA is required.

Section 7(a)(2) of the ESA requires every federal agency to consult with NMFS to ensure that any action they authorize, fund, or conduct is not likely to jeopardize the continued existence of a listed species, under NMFS' jurisdiction, or result in the destruction or adverse modification of critical habitat. When a listed species is determined to be present in a project area, the federal agency must prepare a biological assessment to evaluate the potential effects of the federal project on the listed species. Using the best available information, NMFS determined that shortnose sturgeon are present in the area of the proposed Potomac River Federal Navigation Project, and may be adversely affected by project activities. Therefore, your district office should



prepare a biological assessment to evaluate the potential effects of this project on shortnose sturgeon.

The contents of a biological assessment are at the discretion of the federal agency, but, as described in 50 CFR 402.12, may include the following information.

1. A description of the action under consideration.

Mechanical dredging with open water disposal of dredge material in deep riverine holes has been proposed for maintenance of the Potomac River Federal Project. Unlike hydraulic pipeline or hopper dredging, mechanical dredging activity is not likely to result in takes of shortnose sturgeon. However, the proposed open water disposal activities could adversely affect sturgeon either directly by burial, or indirectly through adverse modification of habitat preferred by adult or juvenile sturgeon. Therefore, project actions covered in your assessment should focus primarily on the spoil disposal aspects of the project.

2. The results of on-site inspections of the areas affected by the federal action to determine the presence of the listed species (i.e., shortnose sturgeon), and to determine spatial/temporal use patterns, when presence is confirmed.

For the Potomac River Federal Project, results of on-site inspections should focus on the proposed open water spoil placement sites, where project impacts to sturgeon may occur.

3. An analysis of the effects of the action on shortnose sturgeon and their habitat, including consideration of cumulative effects, and the results of any related studies.

As discussed above, effects of the proposed project should pertain to those that may result from open water spoil placement activities.

4. An analysis of alternative actions considered by the ACOE for the proposed action, and the ability of these actions to eliminate or mitigate the effects of the project actions on shortnose sturgeon and their habitat.

An alternatives analysis for proposed spoil placement, required by NEPA for preparation of an environmental assessment, may be suitable. An alternatives analysis may include upland disposal sites and/or alternative sites within the riverine environment that have been considered previously during the NEPA review process for this proposal. The results of studies to determine sturgeon use of proposed placement sites may lead to other alternatives including modifications of spoil placement methods, and spatial and/or temporal limitations on spoil placement within each proposed site.

5. Other relevant available information on the action or shortnose sturgeon.

Spoil placed within the Gunston Cove site should have physical and chemical composition that is similar to (or, coarser and cleaner than) the existing surficial sediments of the disposal site. Consequently, the high total organic carbon (TOC) content of sediments from within some portions of the Alexandria Waterfront (e.g., Sample Site 1 from the upstream portion of the Waterfront, where 5% TOC was observed, compared to an average of 3% TOC for Gunston Cove; Chemalysis, Inc., 1990) continues to be a concern (see letter, dated April 22, 1993). To avoid adverse impacts that would be associated with a significant flux of nutrients from Waterfront sediments placed in the Gunston Cove disposal site, we recommend the following.

1. If it is preferred that spoil dredged from those portions of the Alexandria Waterfront area with high TOC levels (i.e., generally exceeding 4%, as determined during previous sediment sampling analyses in 1990 by Chemalysis, Inc.) be disposed of an upland site. Disposing of only the most organic sediments from the Waterfront at an upland site would assist in minimizing the greater costs associated with upland disposal. NMFS can provide your staff with information on local landfills in Prince Georges and Charles Counties, Maryland that accept riverine spoil material.
2. If it is decided that all material from the Alexandria Waterfront be deposited at the Gunston Cove site, it should be capped by coarser, more mineralized material dredged from other channel sections. Dredge material from the Hunting Creek Shoal would be preferred as the top or surficial material comprising the cap, because it contains a greater percentage of sandy material, and has TOC levels comparable to those of the existing surficial sediments at the disposal site. A preferred order for disposal of material from various channel sections would be as follows.
 - Early phase disposal material: Alexandria Waterfront spoil
 - Middle phase disposal material: Marshall Hall Bar and/or Mattawoman Bar spoil
 - Late phase disposal material: Hunting Creek Shoal spoil
3. Limiting disposal operations to periods when oxygenated conditions prevail in the bottom waters of the Gunston Cove site will minimize nutrient flux from the spoil to the water column. Furthermore, retention of nutrients within placed spoil can be more effectively achieved when spoil is deposited at the beginning of an extended oxic period for bottom waters, which will reduce nutrient flux from spoil to water column even after anoxic conditions return. Therefore, spoil disposal operations should be conducted from mid-October to mid-December, which should provide at least 7 to 8 months of oxic bottom water conditions during and following spoil placement.

Additionally, NMFS recommends that dredging and spoil disposal operations be restricted from December 16 to October 15 to minimize disturbance to overwintering finfish using the Gunston Cove deep hole, avoid anadromous fish spawning activities, and protect local beds of submerged aquatic vegetation, should significant sediment resuspension and movement occur during the operation. This further reinforces the need for appropriate timing of project operations in the middle to late fall period.

Finally, dredge material should be placed at the Gunston Cove site in a manner that will enhance the bathymetric roughness and irregularity. Placement of material in such a manner should enhance finfish use of the disposal area during the short or long term, depending on the stability of spoil within the site. We, therefore, recommend that the following measures be used during spoil placement operations.

1. Bottom-dump scows should be used for placement of mechanically dredged material.
2. The objective should be to create a series of spoil mounds (over as large an area as practicable) that produce elevational differences of approximately 5 to 6 feet once the mounded material has settled. Consequently, dumping of several scow loads per each mounding point may be needed to create such a topographic effect.
3. Material dredged from the Alexandria Waterfront area should not be used for creation of fish habitat mounds. Furthermore, Waterfront material should be adequately capped with material from other channel sections prior to initiating construction of fish habitat mounds. It may likely be feasible to use only low TOC material dredged during mid- to late phase maintenance of the Hunting Creek Shoal for mound construction.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5771.

Sincerely,



Timothy E. Goodger
Officer in Charge
Oxford Habitat Office

11/14/98 X
2 Operations
FILE - OPERATIONS

ROBINSON TERMINAL WAREHOUSE CORPORATION

SHIP AGENTS
STEVEDORING
WAREHOUSING
TRUCKING

POST OFFICE BOX 550
ALEXANDRIA, VIRGINIA 22313-0550

PHONE (703) 836-8300
TELEX NO. 89-9426
FAX NO. (703) 836-8307

August 4, 1998

Colonel Bruce Berwick
District Engineer- Baltimore District
U.S. Army Corps of Engineers
PO Box 1715
Baltimore, Maryland 21003-1715

Dear Colonel Berwick,

This is in response to Public Notice TN-98-02 concerning maintenance dredging of the Potomac River published by your office on July 24, 1998. Robinson Terminal Warehouse Corporation has operated on the Alexandria waterfront for almost sixty years and is a major commercial user of the Potomac River. The Terminal handles cargo freighters, hauling primarily newsprint, passenger cruise liners, Navy and other government ships and occasional tall ships. Consequently, Robinson Terminal has a vital economic interest in having the Potomac River dredged to its full authorized depth.

The current problem is serious. The City of Alexandria and Robinson Terminal have been actively seeking this work since 1987, and I understand there were efforts even before that date.

The economic impact on Robinson Terminal of increasingly shallow depths in the river has been considerable. Larger cargo vessels, which are more productive and efficient, cannot call at our port or must make the trip partially loaded. Some freighters can only come up river on high tide which increases transit time and the costs of doing business. After a dramatic increase in cruise ship activity in the early and mid 1990's, cruise ships calls at Alexandria virtually stopped primarily because of the problem associated with shallow water. Fortunately, cruise ships are returning this summer, but the prospect for the future depends on maintenance dredging. This situation clearly outlines the urgency of this problem.

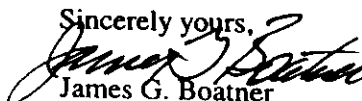
Another economic consideration for Robinson Terminal is the increased frequency with which we must now dredge the area in front of our two docks. As a private company, we pay 100% of these costs. Historically, we dredged about every ten years. More recently, we have dredged in 1989, 1994, 1997, and again in 1998. These intervals between dredging have shortened so dramatically largely because of the absence of routine maintenance dredging. Our dredging in December 1997 and the emergency dredging in July 1998 was in anticipation of cruise ship visits to Alexandria this summer. These increased dredging costs are a substantial economic burden to us.

Dredging the river to its authorized depth will have a major positive impact on the economic potential of the entire Washington metropolitan area. An economic analysis by Arthur Andersen & Co., completed in 1995 concluded that cruise ship activity alone could generate a total capitalized economic impact in the region of about \$223 million over a nine year period.

The benefits of maintenance dredging extend well beyond economic factors. The Alexandria waterfront is one of the most historic in the entire country going back to the colonial period. In celebrating its 250th anniversary next year, local citizens plan to continue this historic maritime tradition. The annual Alexandria Waterfront festival with its visiting tall and historic ships is an example of recreational activity enjoyed by large numbers of people which will be helped by maintenance dredging. Newspaper articles point out that dredging will also improve access to a number of local marinas further improving recreational opportunities and providing substantial related economic benefits. As Congressman Moran has pointed out, the Potomac River plays an important role in ceremonial activities here in the National Capital Region with visits by Navy, Coast Guard and National Oceanic and Atmospheric Administration vessels for official functions.

In the second paragraph of your public notice you state that you plan to dredge the channel to a width of 200 feet. This is acceptable for most areas of the river. I want to point out that the larger ships coming to Robinson Terminal are slightly longer than 500 feet. Since these ships must turn around before going down river, it will be necessary to dredge the channel wide enough at appropriate locations to accommodate these vessels.

Robinson Terminal appreciates your recent efforts to bring this long delayed project to completion. We are prepared to assist in any way we can.

Sincerely yours,

James G. Boatner
Chairman of the Board



August 10, 1998

Colonel Bruce Berwick
District Engineer - Baltimore District
U.S. Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21003-1715

Dear Colonel Berwick:

We are writing in support of Robinson Terminal Warehouse Corporation's endorsement of maintenance dredging in the Potomac River at Alexandria Virginia as noted in Public Notice TN 98-02. We strongly support maintenance dredging of the Potomac at Alexandria and hope dredging will be continued as needed to permit larger vessels access to the waterfront. Alexandria was the third most active commercial seaport in America during the colonial period and up to the Civil War. The most effective way to create and maintain a historic waterfront today is through its continuing use by commercial, private and historic vessels. Ship visits are also important to the economic health of the area. We support dredging to enhance access recognizing that if this is not done, we stand to lose an important aspect of Alexandria's heritage.

The Alexandria Seaport Foundation (ASF) is a non-profit charitable organization, organized under Section 501(c)(3) of the IRS code established in 1982. We are building a floating maritime facility, The Seaport Center, which will be a home for our maritime programs on the Alexandria waterfront. The Center will house a traditional boat building and watercraft program, a maritime skills and on-water sailing program and our ongoing marine ecology education program, and a small museum. Other ASF programs include an apprentice boat building program for at-risk youth, boat building classes for adults, maritime history, ecology and a traveling youth-adult boat building program. These programs educate a broad range of people about the Potomac River and its ecology, history and importance to the region. Our goal is to make Washington area residents aware of the wonderful recreational resource the Potomac River offers and to get people out on the river in small boats. All programs are open to the public and we actively solicit volunteers to conduct these programs.

This spring, over 300 local students participated in our river ecology and marine science program. Using our 42 foot Dory Boat *Potomac* and our own marine science equipment, Virginia school biology and science students are able to explore the ecologically rich tidal marshes, mud flats, wooded wetlands, and upland river regions of the Potomac River from Chain Bridge to Jones Point and Mount Vernon and beyond. The data collected is available on the internet and is used by the Fish and Wildlife Service and the Issak Walton League. Over time, we expect to develop both short term and long term snapshots of the health of the river.

Yours truly,


Joe Youcha
Executive Director

1000 South Lee Street
Jones Point Park
Alexandria, VA 22314
(703) 549-7078
fax (703) 549-6715



MARYLAND DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway • Baltimore Maryland 21224
(410) 631-3000 • 1-800-633-6101 • <http://www.mde.state.md.us>

Parris N. Glendening
Governor

Jane T. Nishida
Secretary

August 10, 1998

Ms. Christina E. Correale
Chief, Operations Division
Baltimore District, Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21203-1715

Dear Ms. Correale:

Secretary Nishida has asked me to respond to the Corps of Engineers' (Corps) Public Notice TN-98-02 announcing the Corps' proposal to perform maintenance dredging along portions of the Federal navigation project in the Potomac River. The proposed work consists of performing maintenance dredging along the Alexandria waterfront, and in the Hunting Creek and Mattawoman bars. The federal channel in these areas will be dredged to a depth of 24 feet and a width of 200 feet. Approximately 970,000 cubic yards of material will be mechanically dredged and placed in a 35 feet deep hole area off Gunston Cove.

The Maryland Department of the Environment is presently reviewing the proposed maintenance dredging activities. My staff will be in contact with your office concerning any issues resulting from our review which may affect the water quality certification and coastal zone consistency decision for the proposed activities. At the close of the comment period, these authorizations will be forthcoming under separate cover.

In the meantime, if you have any questions please contact me at (410) 631-3567, or Mr. Elder Ghigiarelli, Jr. of my staff at (410) 631-8093.

Sincerely,

J.L. Hearn
Director
Water Management Administration

JLH:EAGJr:cma

cc: Secretary Jane T. Nishida
Mike Haire



COMMONWEALTH of VIRGINIA

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Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510-1617
Telephone (757) 683-8000
Fax (757) 683-8500

J. Robert Bray
Executive Director

August 13, 1998

Colonel Bruce Berwick
District Engineer—Baltimore District
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21003-1715

Re: Public Notice TN 98-02

Dear Colonel Berwick:

I am writing, on behalf of the Virginia Port Authority, in support of the proposed maintenance dredging of the Potomac River at the Alexandria waterfront, Hunting Creek, and Mattawoman bars.

Alexandria has a long history as a vital and vibrant commercial port contributing to the waterborne commerce of the United States and the Commonwealth of Virginia. While its location has necessarily precluded calls by the very largest break-bulk or container vessels, Alexandria has retained an important role in Virginia's port system. However, if Alexandria is to remain a viable niche port, it is essential that the Potomac channels be maintained to their authorized depths. Presently, commercial vessels that could, and would, call at Alexandria either do not call at all or are restricted to transiting the river only at high tide.

The proposed maintenance dredging project will have a positive economic impact not only on Virginia, but the region, including Maryland and the District of Columbia, as well.

The Virginia Port Authority enthusiastically supports this project.

With best wishes, I am

Very truly yours,

Robert R. Merhige, III

Robert R. Merhige, III
Deputy Executive Director &
General Counsel

Cc: J. Robert Bray
Neal A. Wright, Chief Engineer

RRM:cp



Virginia Pilot Association

TELEPHONE: 757-496-0668
FACSIMILE: 757-496-0324
CABLE ADDRESS: VAPILOT

3329 SHORE DRIVE
VIRGINIA BEACH, VIRGINIA 23451

August 14, 1998

J. WILLIAM COFER
PRESIDENT

Colonel Bruce Berwick
District Engineer - Baltimore District
U. S. Army Corps of Engineers
P. O. Box 1715
Baltimore, Maryland 21003-1715

Dear Colonel Berwick:

I want to encourage the Army Corps of Engineers to immediately proceed with the maintenance dredging project along the Potomac River (Public Notice TN-98-02).

As the representative of the pilots who navigate vessels up the Potomac on a regular basis, I want to emphasize the importance of maintaining the channel at 24 feet. Over the years, there has been considerable shoaling along critical stretches of the channel. This has restricted the size of ships that can safely navigate the waters leading to the Port of Alexandria and surrounding areas.

A pilot will board a vessel at the mouth of the Chesapeake Bay and have a 160 mile voyage. Approximately ten miles of this 160 mile voyage needs to be dredged in order to make it navigable for ships carrying a maximum draft. Those ships who can limit drafts often have to attempt to anchor on the low tides along the Potomac and hope they can still make it through the restricted bridge opening times of the Woodrow Wilson Bridge.

The successful completion of this maintenance dredging project will be a considerable boost to commerce and safe navigation along the Potomac Waterway.

Very truly yours,

J. William Cofer
President

JWC:bb

CITIZENS FOR A BETTER CHARLES COUNTY, INC.
6722 Amherst Road, Bryans Road, Maryland 20616

**Maryland Department of the Environment
Standards and Certification
2500 Broening Highway
Baltimore, MD 21224**

August 15, 1998

REF: Maintenance Dredging, Potomac River

It has recently come to our attention that the Army Corps of Engineers has applied for a Water Quality Certification from the State of Maryland for a dredging operation to be done in the Potomac River in the vicinity of Indian Head. This was announced by them in a Public Notice TN-98-02.

Before any Certification by your office for this project, we would like to request a Public Hearing in Charles County on the proposed request by the Army Corps of Engineers to conduct "Maintenance Dredging" in the Potomac River. In particular we are concerned regarding the dredging in the "Mattawoman Bar" location off Indian Head for the following reasons:

1. There is the potential for ground water contamination resulting from any dredge operation in this area. Western Charles County, currently obtains its water supply almost exclusively from the Patapsco aquifer. A recent study by the Maryland Geological Survey (Open File Report No. 98-02, Evaluation of the Geohydrology and Water-Supply Potential of the Lower Patapsco and Patuxent Aquifers in the Indian Head-Bryans Road Area, Charles County, Maryland, Initial Findings, 1998) identifies a "possible interconnection with the Potomac River through channels eroded into the aquifer."
2. Steven N. Hiortdahl of the U.S. Geological Survey in a paper included in the Proceedings of the FOCUS Conference on Eastern Regional Ground Water Issues, Springfield, Mass. 1990. "Changes in Ground-Water Quality Caused by River-Water Intrusion in the Potomac Group Aquifer System of Northwestern Charles County, Md." stated the following:

"Dredging operations, which excavated a channel 21 ft below sea level, were conducted in the mid-1960's at a major shoal area in the Potomac River about .75 mi southwest of the Indian Head area. Removal of a significant thickness of the recent river-bottom sediments in this area may have increased the hydraulic connection between the river and the underlying aquifers, possibly increasing river-water leakage in this location."
3. A 1993 report prepared jointly by the Army Corps of Engineers and the Maryland Department of Natural Resources, Water Resource Administration, "Bryans Road

Regional Water Supply Study for Charles County Maryland" also cites channel dredging as a cause of brackish water mixing with the aquifer.

More than 12,000 residents of this area are today dependent upon the Patapsco aquifer for their water supply. In addition, the Naval Surface Warfare Center at Indian Head, the largest employer in Charles County, is dependent upon a safe and reliable water supply for support of its critical defense mission.

Any additional salt water intrusion into the Patapsco aquifer resulting from dredging in the area could pose a major problem for the area and region.

Please provide us with any additional information you may have on this request. Thank you for this consideration..

Sincerely,

Elmer S. Biles
Ground-water Task Force
301 283 6298

✓ cc Ms. Christina E. Correale, Army Corps of Engineers
Dr. Emery T. Cleaves, Director, Maryland Geological Survey
Commissioner Levy, President, Charles County Commissioners

MURRAY D. LEVY, PRESIDENT
MARLAND DEEN
ROBERT J. FULLER
MARVIN C. KISAMORE
WM. DANIEL MAYER



→ RSC

EUGENE T. LAUER
COUNTY ADMINISTRATOR

***County Commissioners
of Charles County***

P.O. BOX B
LA PLATA, MARYLAND 20646
(301) 645-0550 OR Metro 870-3000
TDD 1-800-735-2258; FAX: (301) 645-0560

August 18, 1998

Bruce A. Berwick, LTC
District Engineer
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21203-1715

Dear Colonel Berwick:

We are in receipt of Public Notice TN-98-02, announcing the proposed maintenance dredging in the Potomac River for the Alexandria Waterfront, Hunting Creek and Mattawoman bars. Dredging in the Mattawoman bar is of particular concern to us.

As you may know, Charles County is solely dependent for its drinking water supply from aquifers. Five years ago, the County contracted with the Maryland Geological Survey to perform a study of groundwater resources in the Patapsco and Patuxent Aquifers. The Patapsco Aquifer presently provides the drinking water for the aforementioned area and indeed the bulk of the population in Charles County. The study highlighted water resource availability problems, particularly in the Indian Head area, and presented scientific evidence that the Patuxent aquifer, which had been viewed as a potentially productive aquifer for future drawdown, was not as productive as previously thought.

At the public informational meeting on this study, several citizens expressed concern over the proposed dredging's impact on drinking water resources of this area and its potential to result in salt water intrusion. We were advised that a prior study linked scouring of the bottom of the river in this area to saltwater intrusion in the aquifer.

This is an aspect of the dredging project which, if it has any valid underpinning, concerns us greatly and must be evaluated carefully. Therefore, we request a public hearing be held and that NEPA documentation addressing this environmental issue be provided to us as soon as it is available. We also would like to know how the dredging depth proposed was derived. Is this the customary

Colonel Berwick
August 18, 1998
Page 2

maintenance depth of these channels, or is this depth a deeper one for a new navigational use? Citizens have suggested this is being done to this depth to accommodate cruise ships docking in Alexandria.

Thank you for your attention to our concerns.

Very truly,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND


Murray D. Levy, President


Marland Deen


Marvin C. Kisamore


Robert J. Fuller


Wm. Daniel Mayer

cc: Maryland Department of the Environment
Standards and Certification
2500 Broening Highway
Baltimore, Maryland 21224

Christina E. Correale
Chief, Operations Division
Baltimore District, US Army COE
P.O. Box 1715
Baltimore, Maryland 21203

CC/ETL/rlp



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
Oxford, Maryland 21654

June 18, 1998

Christina E. Correale
Chief, Operations Division
Baltimore District, Corps Of Engineers
P.O. Box 1715
Baltimore, Maryland 21203

Attn: Robert Blama, Navigation Branch

Dear Ms. Correale:

This pertains to the proposed maintenance dredging of the Potomac River Federal Navigation Project in Prince Georges and Charles Counties, Maryland, and the City of Alexandria, Virginia Waterfront; specifically to the proposed placement of dredge material in a deep riverine hole adjacent to Gunston Cove in the Potomac River.

Your agency is currently consulting with National Marine Fisheries Service (NMFS) relative to issues on endangered species that are present in the project area (i.e., shortnose sturgeon). Conclusions resulting from the consultation process will pertain only to shortnose sturgeon, and are independent of other concerns our Habitat Conservation Program may have for disposal operations proposed for this project. Therefore, we have provided the following recommendations from our Habitat Conservation staff regarding the proposed use of the Gunston Cove deep hole for spoil disposal operations.

NMFS Habitat Conservation staff has previously commented on the proposed use of the Gunston Cove deep hole for openwater spoil placement for the Potomac River Project in an earlier letter, dated April 22, 1993. Our chief concerns for use of the Gunston Cove site continue to be: 1) the hydrodynamic stability of spoil placed at this site; and, 2) the physical and chemical composition of the spoil, compared to the composition of existing surficial sediments of the placement site.

Sufficient information is not available at this time to determine the stability and retention of spoil that will be placed within the Gunston Cove site. Given this uncertainty, we are recommending that a post-placement monitoring study of elevational changes within the disposal site be conducted following spoil placement. The study should be designed to discern the spatial and temporal elevational changes to spoil within the riverine hole, and should extend over a long enough period (e.g., 3 to 5 years) to account for long term fate of the spoil. The results of this study can be used to facilitate NEPA review for repeated use of Gunston Cove deep hole during future maintenance iterations of the Potomac River Project.



Spoil placed within the Gunston Cove site should have physical and chemical composition that is similar to (or, coarser and cleaner than) the existing surficial sediments of the disposal site. Consequently, the high total organic carbon (TOC) content of sediments from within some portions of the Alexandria Waterfront (e.g., Sample Site 1 from the upstream portion of the Waterfront, where 5% TOC was observed, compared to an average of 3% TOC for Gunston Cove; Chemalysis, Inc., 1990) continues to be a concern (see letter, dated April 22, 1993). To avoid adverse impacts that would be associated with a significant flux of nutrients from Waterfront sediments placed in the Gunston Cove disposal site, we recommend the following.

1. If it is preferred that spoil dredged from those portions of the Alexandria Waterfront area with high TOC levels (i.e., generally exceeding 4%, as determined during previous sediment sampling analyses in 1990 by Chemalysis, Inc.) be disposed of an upland site. Disposing of only the most organic sediments from the Waterfront at an upland site would assist in minimizing the greater costs associated with upland disposal. NMFS can provide your staff with information on local landfills in Prince Georges and Charles Counties, Maryland that accept riverine spoil material.
2. If it is decided that all material from the Alexandria Waterfront be deposited at the Gunston Cove site, it should be capped by coarser, more mineralized material dredged from other channel sections. Dredge material from the Hunting Creek Shoal would be preferred as the top or surficial material comprising the cap, because it contains a greater percentage of sandy material, and has TOC levels comparable to those of the existing surficial sediments at the disposal site. A preferred order for disposal of material from various channel sections would be as follows.
 - Early phase disposal material: Alexandria Waterfront spoil
 - Middle phase disposal material: Marshall Hall Bar and/or Mattawoman Bar spoil
 - Late phase disposal material: Hunting Creek Shoal spoil
3. Limiting disposal operations to periods when oxygenated conditions prevail in the bottom waters of the Gunston Cove site will minimize nutrient flux from the spoil to the water column. Furthermore, retention of nutrients within placed spoil can be more effectively achieved when spoil is deposited at the beginning of an extended oxic period for bottom waters, which will reduce nutrient flux from spoil to water column even after anoxic conditions return. Therefore, spoil disposal operations should be conducted from mid-October to mid-December, which should provide at least 7 to 8 months of oxic bottom water conditions during and following spoil placement.

Additionally, NMFS recommends that dredging and spoil disposal operations be restricted from December 16 to October 15 to minimize disturbance to overwintering finfish using the Gunston Cove deep hole, avoid anadromous fish spawning activities, and protect local beds of submerged aquatic vegetation, should significant sediment resuspension and movement occur during the operation. This further reinforces the need for appropriate timing of project operations in the middle to late fall period.

Finally, dredge material should be placed at the Gunston Cove site in a manner that will enhance the bathymetric roughness and irregularity. Placement of material in such a manner should enhance finfish use of the disposal area during the short or long term, depending on the stability of spoil within the site. We, therefore, recommend that the following measures be used during spoil placement operations.

1. Bottom-dump scows should be used for placement of mechanically dredged material.
2. The objective should be to create a series of spoil mounds (over as large an area as practicable) that produce elevational differences of approximately 5 to 6 feet once the mounded material has settled. Consequently, dumping of several scow loads per each mounding point may be needed to create such a topographic effect.
3. Material dredged from the Alexandria Waterfront area should not be used for creation of fish habitat mounds. Furthermore, Waterfront material should be adequately capped with material from other channel sections prior to initiating construction of fish habitat mounds. It may likely be feasible to use only low TOC material dredged during mid- to late phase maintenance of the Hunting Creek Shoal for mound construction.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5771.

Sincerely,

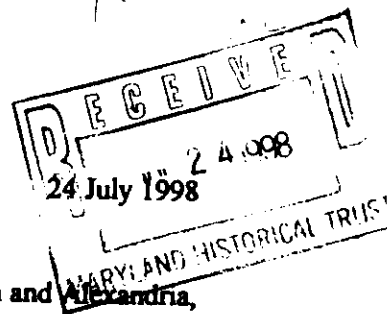


Timothy E. Goodger
Officer in Charge
Oxford Habitat Office



REPLY TO
ATTENTION OF
CENAB-OP-TN

7802404
DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715



SUBJECT: Maintenance Dredging, Potomac River Below Washington and
Maryland and Virginia Alexandria,

PUBLIC NOTICE TN-98-02

TO WHOM IT MAY CONCERN:

Pursuant to Sections 313 and 404 of the Clean Water Act of 1977 (33 USC 1323 and 1344) NOTICE IS HEREBY GIVEN THAT pending availability of funds the Baltimore District, U.S. Army Corps of Engineers proposes to perform maintenance dredging along portions of the Federal navigation project in the Potomac River.

The Federal project in the Potomac River consists of eleven (11) disjointed channels extending from the mouth of the river to Alexandria, Virginia. The currently proposed work consists of performing maintenance dredging along the upriver portion of the project. Maintenance dredging is proposed for the Alexandria waterfront, Hunting Creek and Mattawoman bars as shown on the attached map. The channel will be dredged to a depth of 24 feet plus 1-foot allowable overdepth and a width of 200 feet. This will result in the removal of about 970,000 cubic yards of material; 444,000 from Alexandria, 108,000 from Hunting Creek and 418,000 from Mattawoman. The material is anticipated to be mechanically dredged and placed in a 35 foot deep hole off Gunston Cove, as shown on the map.

Analysis of the material to be dredged from Alexandria and Mattawoman has indicated a clean, fine grain material, while the Hunting Creek channel material is clean sand. The material from Alexandria and Mattawoman is similar to the existing material at the Gunston Cove placement site. The material from the Alexandria channel will be placed into the hole first, followed by the Mattawoman material, and then covered with the sandier material from Hunting Creek. Material going to the deep hole will be placed in a manner that will enhance bathymetric roughness and irregularity. This should enhance finfish use of the placement area, depending on the stability of the material within the site. Placing material into the hole should raise the bottom by about 5-6 feet. A monitoring plan will be developed to investigate the fate of the dredged material after placement.

A review of EET files and your submittal indicates that this project is unlikely to affect significant historic and archaeological properties.

HA
8/24/98
SKB

Sally Shaffer
Office of Preservation Services
Maryland Historical Trust

8-25-98
Date



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

August 18, 1998

Colonel Bruce A. Berwick
District Engineer
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

Attn: Bob Blama

Re: Potomac River Maintenance Dredging

Dear Colonel Berwick:

This responds to Public Notice TN-98-02, dated July 24, 1998, proposing maintenance dredging of the Federal navigation channel in the Potomac River. The proposed work consists of maintaining the Alexandria, Hunting Creek, and Mattawoman channel sections to a depth of 24 feet plus one foot of allowable overdepth. A total of 970,000 cubic yards of material would be dredged; 444,000 from the Alexandria section, 108,000 from the Hunting Creek section, and 418,000 from the Mattawoman section. The material is proposed to be deposited in a deep area of the river near Gunston Cove. The following comments are submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*) and Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

While the Service previously gave conditional approval to depositing a limited amount of material from these channels at the Gunston hole site (see letter dated June 11, 1998), the current estimated quantity of dredged material is almost 40 percent higher than the previous estimate. We are concerned that placing all of the material at the relative small Gunston site would produce too much alteration of the bathymetry. This raises the risk of adverse consequences such as changes in the river flow patterns and erosion processes. Therefore, we believe that an additional placement site is needed to accommodate the material from the proposed dredging.

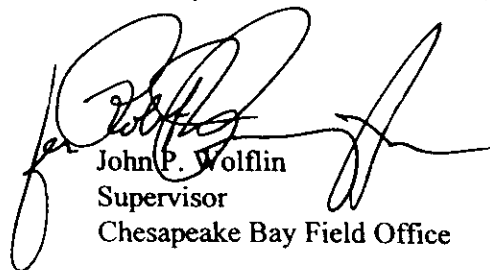
One potential solution would be to deposit the material from the Mattawoman section at the deep area between the Port Tobacco River and the Route 301 bridge. Your recent grain size analyses show that the sediments of the Mattawoman channel section and the deep area near the Route 301 bridge are similar, consisting primarily of silt/clay material. The deep area near the Route

301 bridge is much larger and deeper than the deep areas further upriver. If monitoring results are favorable, it appears that there would be sufficient capacity to also contain the material from the future dredging of the lower Potomac channel sections. This area is not known to support any significant commercial fishing activity (A.C. Carpenter, Potomac River Fisheries Commission, pers. com.). A limited survey using anchor gill nets conducted by our Fisheries personnel this August found that fish populations in the deep areas just above and below the Route 301 bridge were low, possibly due to low dissolved oxygen (3.1 ppt). The relatively high current regime that exists in this area is a significant concern because it may transport the material out of the area before it has the opportunity to consolidate. More information needs to be developed on this aspect. Perhaps the Waterways Experiment Station could address this concern in a similar manner as was done for the deep area near Gunston Cove.

We have previously raised the concern about whether the shortnose sturgeon (*Acipenser brevirostrum*), a species which is Federally listed as endangered, may inhabit the dredge or disposal areas. We understand that the Corps has agreed to fund a two-year study to investigate this question.

In summary, we believe that the deep area near Gunston Cove does not have enough capacity to safely accommodate all of the proposed dredged material. We suggest that the deep area near the Route 301 bridge be considered to receive the material from the Mattawoman channel section. Toward this end we recommend a study be undertaken to determine whether the current regime will allow the deposited dredged material to consolidate within the placement area. The deep area near the Route 301 bridge is already being investigated under the sturgeon study so no additional action needs to be taken on this aspect. If you have any questions, please contact George Ruddy at (410) 573-4528.

Sincerely,



John P. Wolflin
Supervisor
Chesapeake Bay Field Office

cc:

John Nichols, NMFS, Oxford
Roland Limpert, MD DNR, Annapolis

**ALEXANDRIA
CHAMBER
OF COMMERCE**

801 N. FAIRFAX ST.
SUITE 402
ALEXANDRIA
VA 22314

PH 703.549.1000
FX 703.739.3805

www.alexchamber.com

August 19, 1998



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John P. Miller
Miller & Miller

Colonel Bruce Berwick
District Engineer-Baltimore District
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21003-1715

Dear Col. Berwick:

As an historic and continually working port, Alexandria and its business community are very much interested in supporting efforts for maintenance dredging of the Potomac River. Not only does the maintenance of the river depth impact commercial and tourism interests in Alexandria, but it also directly impacts Nation's Capital to which we serve as a gateway.

For the past 12 years, the City of Alexandria and our waterfront commercial users have pressed for such dredging. The cost of delays due to tide levels have limited the size and number of commercial ships coming to our port. In addition, opportunities for tall ships and cruise lines have significantly decreased over the past few years due to a lack of regular dredging. The problem is serious and immediate.

In 1995 an economic analysis by Arthur Andersen & Co. noted that cruise ship activity alone would generate \$223 million in economic value over a nine-year period. Dredging would allow many more ships of this and other types to stop at Alexandria and travel to Washington D.C. Action is needed now.

The Alexandria Chamber of Commerce, which represents nearly 1,100 businesses in the area, strongly urges the U.S. Army Corps of Engineers to immediately move forward and provide maintenance dredging of the Potomac River. Please contact me at (703) 549-1000 x202 if I can be of assistance. Thank you for your efforts thus far.

Sincerely,

Kathleen T. Snyder
President/CEO

8/21/98

U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore MD 21203-1715

Re: Dredging of the Potomac River - PUBLIC NOTICE CENAB-0P-TN
TN-98-02

Dear sir or madam,

I request that a public hearing be held on the proposal to dredge the Potomac River.

The Maryland Independent reports that an Environmental Assessment has already been written for this proposal. I request that a copy of the Environmental Assessment be sent to me at the address below.

I am particularly concerned about the impacts to Mattawoman Creek.

I am also concerned about the possibility that dredging could lead to infiltration into the Paptapsco Aquifer, which rises steeply beneath the Potomac River.

Respectfully,

A handwritten signature in black ink, appearing to be 'J. Long', with a large, sweeping flourish extending to the left.

James P. Long
1135 Overlook Dr.
Accokeek MD 20607

**Greater Accokeek Civic Association
P. O. Box 176
Accokeek, MD 20607**

August 24, 1998

**Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District, U. S. Army Corps of Engineers
P. O. Box 1715
Baltimore, MD 21203-1715**

Attention: CENAB-OP-TN

Re: TN-98-02

Dear Ms. Correale:

It has recently come to our attention that the Corps is planning a dredging operation in the Potomac which may affect the groundwater resources in Accokeek. Many of our households are on well water and we are concerned that the proposed dredging will increase the likelihood of contamination from the river. Our groundwater is obtained from the Patapsco aquifer, which passes beneath the Potomac. Dredging will decrease the barrier between the aquifer and the brackish water of the Potomac, increasing the possibility of salt water incursions. Were this to occur and our water become contaminated, our citizens who obtain their water from their own private drilled wells would be in serious trouble. Therefore we are asking that you first hold public hearings before going forward with the dredging in order to make sure that dredging the Potomac in our area will not affect the purity of our groundwater.

Sincerely,

J. Byron Williams

**J. Byron Williams
President**



Kerry J. Donley
Mayor

Stan

City of Alexandria, Virginia

301 King Street, Suite 2300
Alexandria, Virginia 22314

August 24, 1998

*USC
KJC
09/03*



(703) 838-4500
Fax (703) 838-6433

Colonel Bruce Berwick
District Engineer - Baltimore District
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21003-1715

Dear Colonel Berwick:

This is in response to Public Notice TN-98-02 concerning maintenance dredging of the Potomac River, which was published by your office on July 24, 1998. The City of Alexandria strongly supports the proposed maintenance dredging to restore the minimum channel depth to 24 feet. As I pointed out in my January 12, 1998 letter to you, the current state of siltation in the channel has caused increased difficulties for cargo freighters, cruise ships, and marina operators. Ocean going freighters are being held up for substantial periods, waiting for high tide to permit full operation. These delays and the inability to carry full cargo loads are costly and reduce Alexandria's competitiveness as a port.

After the growth in cruise activity in the early 1990's, the number of cruises dropped sharply in Alexandria because of so few cruise ships on the world markets could operate in the increasingly shallow Potomac channel. Following private dredging adjacent to commercial piers in 1997 and 1998, some cruise ships have again begun to use the City port. Restoration of the channel to design depth is necessary to sustain this activity. Despite City dredging of our public wharf and marina areas in recent years, we are again beginning to experience siltation of our slips and berths because the adjacent channel has not been dredged.

We understand from your staff that commencement of dredging must await environmental monitoring of the disposal site. We urge you to commence dredging at the earliest practicable time because of the reasons outlined above.

We very much appreciate your assistance in this project which is so vital to the economy of Alexandria. We stand ready to help and cooperate in any way we can.

Sincerely,

Kerry J. Donley

cc: Senator John Warner
Congressman James Moran

"Home Town of George Washington and Robert E. Lee"

August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army, Baltimore District
U. S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715

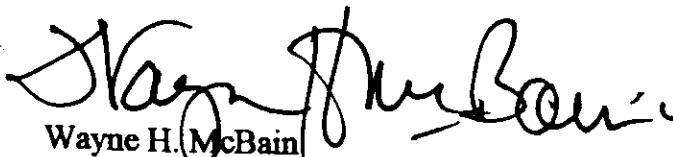
Dear Ms. Correale:

In response to a newspaper article appearing in the Maryland Independent on August 21, 1998, this letter respectfully requests that a public hearing be held in the matter of the proposed dredging of the Potomac River near the incorporated town of Indian Head, MD.

There is now, and has been for a number of years, considerable debate concerning the possibility of intrusion of salt or brackish waters into the aquifers that serve the people of Charles County in southern Maryland. From the public testimony and numerous studies that has been made a part of the continuing record on this subject, there appears to be a significant body of evidence that such dredging, as proposed and as described in said newspaper article, will exacerbate an already tenuous situation as regards the groundwater and most particularly the quality of such groundwater; the quantity of groundwater has been a subject of studies and debate for quite a few years.

I look forward to receiving an announcement of public hearings on this subject, and I also hope that they will be well publicized so as to maximize the participation of the public.

Sincerely,



Wayne H. McBain
4200 Doncaster Drive
Indian Head, MD 20640
(301) 743-5560

Untitled

August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U. S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715
fax: (410) 9626001

re: request for hearing on proposed dredging near Indian Head

Dear Ms. Correale:

This letter is to request a hearing on the proposed dredging of the Potomac River near Indian Head.

Various studies raise serious issues regarding dredging of the Potomac River and its past and future relationship to saltwater intrusion into the Patapsco Aquifer.

Sincerely,
Lona Powell



curios, Mr. McKinley

Annel Adams

SIERRA JUSTICE EARTH CLUB LEGAL DEFENSE FUND, INC.

The Law Firm for the Environmental Movement

*(On August 1, 1997, we officially became
Earthjustice Legal Defense Fund)*

1625 Massachusetts Avenue, N.W., Suite 702, Washington, DC 20036-2212 (202) 667-4500 FAX (202) 667-2356

E-MAIL: ejusdc@igc.apc.org

August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U. S. Army Corps of Engineers
PO Box 1715
Baltimore MD 21203-1715
fax: (410) 9626001

Re: Request for hearing on proposed dredging near Indian Head

Dear Ms. Correale:

Earthjustice Legal Defense Fund respectfully requests a hearing on the proposed dredging of the Potomac River near Indian Head. The proposed project raises serious environmental issues, particularly relating to saltwater intrusion into the Patapsco Aquifer.

As you may know, hundreds of Charles County residents have attended recent public meetings to express concerns about their groundwater resources. In view of the seriousness of the issue and widespread public concern, it is essential that you hold a public hearing on this project.

I look forward to hearing from you soon. Please put Earthjustice Legal Defense Fund on the distribution list for all future public notices, NEPA documents, and other public information related to this project.

Sincerely,

Bill White
Associate Attorney

cc: Bonnie Bick, Friends of Mount Aventine
Brent Blackwelder, Friends of the Earth



FRIENDS OF MOUNT AVENTINE
Citizens Saving Chapman Forest

POB K BRYANS ROAD, MD 20616



foma@radix.net

www.radix.net/~foma tel 301-283-2948

fax 301-375-7988

August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U. S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715
fax: (410) 962-6001

re: request for hearing on proposed dredging near Indian Head

Dear Ms. Correale:

This letter is to request a hearing on the proposed dredging of the Potomac River near Indian Head.

Various studies, including the Maryland Geological Survey's recent studies of the aquifers in western Charles County, a paper by Steven N. Hiortdahl of the U. S. Geological Survey, and the 1993 Bryans Road water study by the Army Corps of Engineers, all raise serious issues regarding dredging of the Potomac River and its past and future relationship to saltwater intrusion into the Patapsco Aquifer.

This may not be the only reason, but it is certainly sufficient to make a hearing on the proposed dredging absolutely essential. Thank you.

Sincerely,

Bonnie Bick
President, Friends of Mount Aventine

cc: Maryland Department of the Environment

24 August 1998

Ms. Christina Correale
Department of the Army
Baltimore District
U.S. Army Corps of Engineers
POB 1715
Baltimore, Maryland 21203-1715

Dear Ms. Correale:

On August 12, 1998, we attended an informational meeting in Indian Head, Maryland on the water resources in western Charles County given by the Maryland Geological Survey. As homeowners in Charles county, we have already had to dig a new deep well in our first home and have been told we will need another one in our present home if the water table drops much more. We attended the hearing because of our concern for the county's water supply. We were surprised to learn about the plans revealed in this meeting that the Army Corps plans on dredging the Potomac River near Indian Head. Many citizens in Charles County have serious doubts about this procedure because of the potential for saltwater intrusion.

We are asking that you hold a hearing on this proposed project to explain what the effects could be to Charles County's water supply. It would be helpful if these hearings were held during the evening hours so those with daytime jobs could attend.

Thank you;

Claudia Angle
Phillip Angle

Claudia and Phil Angle
4835 Spalding Drive
La Plata, Maryland 20646
301-932-0583

August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army, Baltimore District
U. S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715

Dear Ms. Correale,

Having read in a Maryland Independent article (August 21) that the U.S. Army Corps of Engineers has proposed to conduct dredging operations in the Potomac River nearby the town of Indian Head, MD, I am requesting that public hearings be held to receive testimony concerning the advisability of such activity, especially in light of recent studies addressing both the quantity and quality of groundwater here in Charles County, MD.

I anticipate receiving an announcement of these public hearings in the near future.

Sincerely,



George F. Day
4300 Doncaster Drive
Indian Head, MD 20640
(301) 753-6494

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U.S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715

Subject: Request for hearing on proposed dredging near Indian Head, MD.

Dear Ms. Correale:

As a Maryland citizen strongly concerned about the detrimental effects caused by planned dredging of the Potomac River near Indian Head, as cited in the studies below, I join those of varied interests who are requesting there be a public hearing on the myriad costs and broader drawbacks of such proposed dredging. Various studies, including the Maryland Geological Survey's recent studies of the aquifers in western Charles County, a paper by Steven N. Hiortdahl of the U.S. Geological Survey, and the 1993 Bryans Road water study by the U.S. Army Corps of Engineers, all raise serious issues regarding dredging of the Potomac River and its past and future relationship to saltwater intrusion into the Patapsco Aquifer.

These listed cautions, outside the setbacks such dredging will force the unique military activities at Indian Head to undergo, and the adverse effects such dredging would have on a neighboring, critical nationally-renowned fishery, the quality of the water resource of an already strained Potomac, and the decline in aesthetics of the bordering historic National Park shorelines are more than sufficient reasons to reconsider the decision to go forth with the dredging.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent L. Hibben", followed by the date "8/24/98".

Kent L. Hibben
2600 Bryan Point Road
Accokeek, MD 20607

*The Moyaone Association
Accokeek MD 20607*

August 24, 1998

Department of the Army, Baltimore District
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore MD 21203-1715

To the U.S. Army Corps of Engineers:

The Moyaone Association represents the homeowners residing in the Piscataway National Park. Located across the Potomac River from Mt. Vernon, the Park was established to preserve the historic viewshed from Mt. Vernon. As we are charged with maintaining the wooded nature of the park, we have individual wells and septic systems.

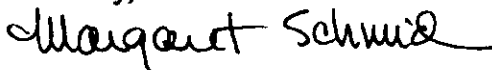
We are thus entirely dependent on groundwater. Our wells utilize the lower Patapsco aquifer. We have problems with falling water levels. The recent Maryland Geological Survey study of groundwater in the Bryans Road/Indian Head area confirmed our fears that groundwater levels and usage, not only in those areas, but also in Waldorf and LaPlata, directly impact the availability of water to us.

As a result, we are very concerned about U.S. Army Corps of Engineers plans to dredge 418,000 cubic yards of material from Mattawoman Creek bar at Indian Head. There is evidence that a previous dredging was associated with salt water intrusion into the Patapsco aquifer. Such an event would have a very negative impact on us.

As a result, we request that the Army Corps of Engineers conduct a public hearing on this matter prior to any action being taken.

Please direct correspondence on this issue to: The Moyaone Association, % Schmid,
3100 E. Ridge Road, Accokeek MD 20607.

Sincerely,



Margaret Schmid
Public Affairs Co-Chair
The Moyaone Association

cc: Maryland Department of the Environment, Standards & Certification
Senator Thomas V. Mike Miller
Councilman M.H. Jim Estepp
County Commissioner Murray Levy

Donna M. Cave
P. O. Box 1543
La Plata, MD 20646
Tel. (301) 932-7249

Facsimile Transmission
Fax number: (410) 962-6001

August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U. S. Army Corps of Engineers
P. O. Box 1715
Baltimore MD 21203-1715

Dear Ms. Correale:

Re: Plans for the Corps to dredge the Potomac River near Indian Head, MD

As I am sure you are aware, various research endeavors, including the Maryland Geological Survey's recent study of the aquifers in Western Charles County, a paper by Steven N. Hiortdahl of the U. S. Geological Survey, and the 1993 Bryans Road water study by the Army Corps of Engineers, all raise serious issues regarding dredging of the Potomac River and its past and future relationship to saltwater intrusion into the Patapsco Aquifer.

The concerns which arise from this research alone are certainly sufficient to make a hearing on the proposed dredging absolutely essential. However, these concerns aside, I think it is very presumptuous of the Army Corp of Engineers to think that this operation should go forward without giving the citizens of Charles County a forum to voice their concerns....it is, after all, in their backyard.

Thank you.

Sincerely,



Donna M. Cave

10309 Broom Lane
Seabrook, Maryland 20706
301 794-6164

August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U. S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715
fax: (410) 962 - 6001

re: request for hearing on proposed dredging near Indian Head

Dear Ms. Correale:

This letter is to request, on behalf of the Sierra Club, a hearing on the proposed dredging of the Potomac River near Indian Head.

Various studies, including the Maryland Geological Survey's recent studies of the aquifers in western Charles County, a paper by Steven N. Hiortdahl of the U. S. Geological Survey, and the 1993 Bryans Road water study by the Army Corps of Engineers, all raise serious issues regarding dredging of the Potomac River and its past and future relationship to saltwater intrusion into the Patapsco Aquifer.

Other issues that need public input are location and environmental effect of dredge spoil, the effect of dredging on aquatic resources including fisheries. These issues certainly are sufficient to make a hearing on the proposed dredging absolutely essential. Thank you.

Sincerely,

Jon W. Robinson
Chairman, Sierra Club, Prince George's Group



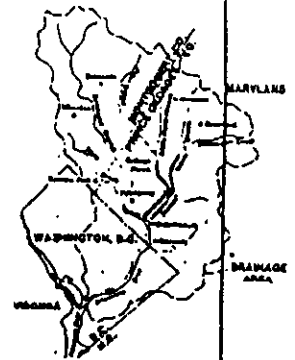
STOP TALKING THE
ANACOSTIA RIVER TODAY

Anacostia Watershed Society

(301) 699-6204 Fax (301) 699-3317

Email: REBh2o@aol.com

<http://www.anacostiaws.org>



August 24, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
ACE
POB 1715
Baltimore, MD 21201-715
fax: 410.962.6001

Dear Ms. Christina Correale,

As President of the Anacostia Watershed Society, I would like to request on behalf of members of the Society that the Army Corps hold a hearing on the proposed dredging of the Potomac River.

Members of our board of directors are concerned about:

1. the disposal plan proposed ;
2. saline intrusion into the Patapsco Aquifer.
3. Exactly what is the perceived need for dredging the Potomac at this time?

My best regards,

Robert E. Boone
President, Anacostia Watershed Society



K. Laurel Imlay
2321 Woodberry Drive
Bryans Rd, MD 20616
301-283-0808

August 24, 1998
Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U. S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715
fax: (410) 9626001

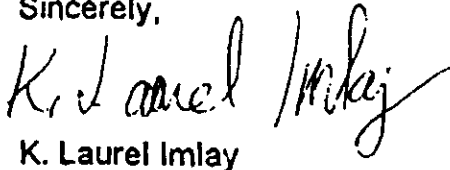
On the dredging proposed for the Indian Head, Maryland area

Dear Ms. Correale:

I recently read an article in The Maryland Independent about the possibility of the Army Corps of Engineers proposing to dredge a portion of the Potomac River near Indian Head. We in Southern Maryland have recently found out that aquifers providing our drinking water supplies are in danger from excess demand. Any dredging of the Potomac could have a negative effect on our drinking water supply due to salt water intrusion.

I ask that you hold public hearings to address this issue and other issues associated with dredging of the Potomac River. Thank you.

Sincerely,



K. Laurel Imlay

2321 Woodberry Drive
Bryans Rd, MD 20616
301-283-0808

cc: Maryland Department of the Environment

Alex Winter
POB 179
Bryans Road MD 20616
(301) 283-2948
foma@radix.net

August 24, 1998

Department of the Army
Baltimore District
Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715

Re: Proposed dredging of Potomac River in the Indian Head area.

Dear Corps of Engineers:

Until there is convincing evidence presented to the public that the environmental impacts of the proposed dredging of the Potomac River near Indian Head do not outweigh the claimed benefits, there should be no dredging. The findings of various government agencies in recent years support the conclusion that there is a strong possibility of important negative impacts to the Patapsco Aquifer from the proposed dredging.

Therefore, I request a hearing on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Alex Winter", with a stylized flourish at the end.

Alex Winter

cc: Maryland Department of the Environment



**Maryland B.A.S.S. Chapter
State Federation, Inc.**
(A B.A.S.S. National Federation Affiliate)



PRESIDENTS

Duke Nohe
1973-1975

Leon DeBusman
1975-1977

Dan Brand
1977

Tom Mosley
1977

Lamont Hugh
1977-1978

Don Wilson
1978-1980

Gene Rockwell
1980-1981

Ed Lohr
1982-1983

Ed Kowalczyk
1984

Ken Perrod
1985-1986

Ken Andrejak
1987-1991

Bruce Jones
1992-1993

Butch Ward
1994

Bill Bennett
1995-1996

Brian Lancaster
1997-1998

Bill Shepard
State Natural Resource and Conservation Director
1508 Dover Court
Glen Burnie, Maryland 21061-2201

410-766-3275
shepdeal@erols.com

August 24, 1998

Ms. Christina E. Correale
Chief Operations Division
Department of the Army
Baltimore District, U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715
fax: 410-962-6001

1 page via fax

Subject; Public Notice TN-98-02 Maintenance Dredging, Mattawoman Sector

Dear Ms. Correale,

The purpose of this letter is to request on behalf of the Maryland B.A.S.S. Federation, a hearing on the proposed dredging of the Mattawoman sector of the Federal Channel in the Potomac River.

We respectfully request the opportunity to voice our concerns about the possible contamination of the Patapsco Aquifer if dredging takes place. As you are aware, the Maryland Geological Survey's recent study of the aquifers in Charles County and the 1993 Army Corps of Engineers Bryans Road study indicate that there is a potential relationship between dredging and saltwater contamination of the Patapsco Aquifer.

In addition, we would also like the opportunity to hear further details about the environmental impact of dumping nearly 1 million cubic yards of spoils into Gunston Cove. Thank you for your consideration.

Sincerely,
(William B. Shepard)

cc: Maryland Department of the Environment

CAROL GHEBELIAN
3925 STONY POINT PLACE
INDIAN HEAD, MD 20640

August 24, 1998

Ms Christina E. Correale
Chief, Operations Div
Dept of the Army, Baltimore District
US Army Corps of Engineers
POB 1715
Baltimore, MD 21203-1715

RE: Request for Hrg on Proposed Dredging of Potomac, TN-98-02

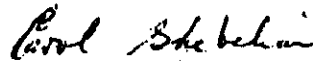
Dear Ms. Correale:

This is to request a public hearing on the proposed dredging of the Lower Potomac River near Indian Head and up to Alexandria, VA , as announced in TN-98-02

Recent studies have showed that previous dredging of the Potomac in the Indian Head area may have caused scouring of the Mattawoman bar which has caused salt water intrusion into the Patapsco aquifer, our source for well water in this area.

For this reason, and for fuller understanding of the procedure and possible environmental consequences, my husband, Oscar Ghebelian, and I hereby request a public hearing.

Sincerely,



Carol Ghebelian

cc: Md Dept of the Environment

301-753-6754
fax 743-3410

August 25, 1998

Ms. Christina E. Correale
Chief, Operations Division
Department of the Army
Baltimore District
U. S. Army Corps of Engineers
POB 1715
Baltimore MD 21203-1715
fax: (410) 9626001

Re: Request for Hearing - Proposed dredging near Indian Head

Dear Ms. Correale:

This letter is to request a hearing on the proposed dredging of the Potomac River near Indian Head.

Various studies, including the Maryland Geological Survey's recent studies of the aquifers in western Charles County, a paper by Steven N. Hiortdahl of the U. S. Geological Survey, and the 1993 Bryans Road water study by the Army Corps of Engineers, all raise serious issues regarding dredging of the Potomac River and its past and future relationship to saltwater intrusion into the Patapsco Aquifer.

This may not be the only reason, but it is certainly sufficient to make a hearing on the proposed dredging absolutely essential.

The health of the Potomac River and the fisheries and recreation dependent on it is a critical matter for the State.

Thank you.

Sincerely,

Carol Hurwitch
Concerned Voter

cc: Maryland Department of the Environment

George Mason University

4400 University Drive
Fairfax, Virginia 22030-4444

(703) 993-1000
TDD: (703) 993-1002

October 14, 1998

District Engineer
U.S. Army Corps of Engineers, Baltimore District
P.O. Box 1715
Baltimore, MD 21203-1715

Dear Sir:

We recently learned of a plan to dispose of almost 2 million cubic yards of dredge spoil in the Potomac River channel near Gunston Cove (Public Notice TN-98-02). As we understand it, the site is in the channel adjacent to the Belvoir Peninsula. We are strongly opposed to this site for several reasons.

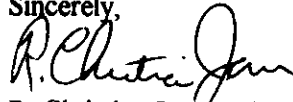
First, we have a long term water quality monitoring station located directly within the boundaries of the dump site. This is part of a research project funded by Fairfax County to assess long-term trends in water quality and biological communities in this part of the Potomac River. We have been told by Mr. Robert Blama of your staff that the disposal of this spoil will involve several hundred barge loads over several months indicating that several barge loads will be dumped on the site each day. Even if this material is very clean, it will still cloud the water and alter the local water quality rendering our data meaningless. This will mean an interruption in our data set of biweekly water quality and biological trend data which stretches back for 15 years. Our data have been used in several assessments of long-term trends in the Potomac River. Data of this type will be increasingly crucial for assessing the long-term improvement in the Potomac River and Chesapeake Bay.

Second, we are concerned about the effect of this dredging on water quality in the tidal Potomac River. The sediments to be dredged are characterized in the Public Notice (7/24/98) as being "clean" and "similar to existing material at the Gunston Cove site". This descriptor does not tell us very much. Does this mean that concentrations of nutrients, metals, and organics are below detection limits? We know that Potomac River sediments contain substantial amounts of all of these substances. If the sediments are left in place the release of these chemicals into the water may be slow and concentrations in the water may remain low. (Although not always in the case of P release under anaerobic or high pH conditions). However, when dredged off the bottom and then dumped through the water column, the potential for release increases dramatically. Have there been any studies of the potential of the dredge spoil to release contaminants when mixed with Potomac River water? This type of data must certainly be gathered and critically evaluated before any dredging takes place.

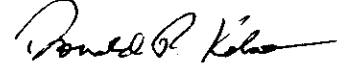
Finally, we are concerned that the dredged material may not remain in place very long. If the dump site is in the channel (the only deep areas we know of in this portion of the tidal Potomac are in the channel), then they will be subject to strong tidal currents which will scour them from the bottom and return them to other parts of the river. This will increase turbidity in the river and the sediments will again be subject to releasing contaminants to the water. Furthermore, the efficacy of the dredging project will have been diminished as the removed sediments cause other areas to shoal up.

We strongly urge the Corps to reconsider their plans to dump dredge spoil at the Gunston Cove site and consider establishing a multipurpose site in shallow water in Belmont or Occoquan Bay for submersed and emergent aquatic vegetation, bird-roosting, and/or recreation.

Sincerely,



R. Christian Jones, Ph.D.
Professor



Donald P. Kelso, Ph.D.
Associate Professor

cc: Maryland Department of the Environment



United States Department of the Interior
FISH AND WILDLIFE SERVICE



February 19, 1999

Sampling in the Potomac River for sturgeon began in August of 1998. We have completed two seasons (Summer and Fall) of sampling at the three sites near the 301 bridge and the two sites near Mason Neck and are currently in the middle of our winter sampling. Sampling in the upper site, below Little Falls Dam will begin in early March. We will also be sampling a deep hole near Washington DC sometime in the next two weeks. We were also able to locate two corbicula beds in close proximity to the two upper sampling sites. To date there have been no sturgeon caught in any of the sampling sites. However, there has been a variety of species caught:

1. Striped Bass
2. Croaker
3. Longnose Gar
4. Channel Catfish
5. Blue Catfish
6. White Catfish
7. Blue Crab
8. Gizzard Shad
9. White Sucker
10. Spot
11. Weakfish
12. Menhaden
13. Hogchoker
14. Cownose Ray
15. White Perch
16. Flounder
17. Yellow Perch
18. Harvest Fish

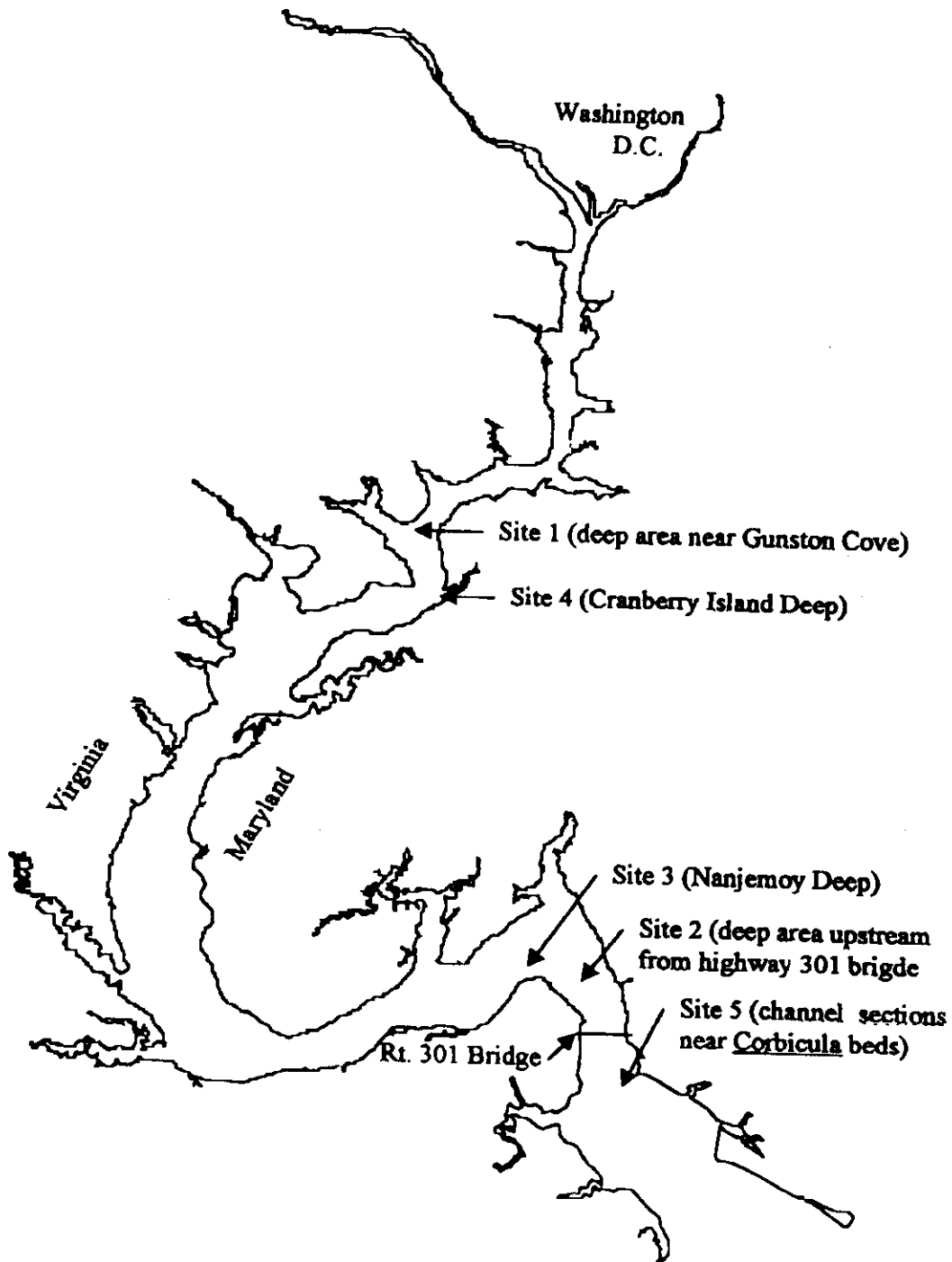


Figure. Gill net sites on the Potomac River. Site below Little Falls is not shown.

POTOMAC RIVER SAMPLING RESULTS THROUGH 3/9/99

Site	Date	Net #	Length of Set	Species Caught	# Caught
5	08/11/98	1	5hr	Blue Crab	3
		2	5hr13min	Gizzard Shad	1
				Blue Crab	2
		3	5hr25min	Blue Crab	2
		4	5hr37min	Croaker	1
				Gizzard Shad	1
3	08/12/98	1	2hr6min	Blue Crab	3
				Blue Crab	4
				Menhadden	1
				Channel Catfish	1
		2	2hr13min	Blue Crab	8
				Channel Catfish	1
				Croaker	1
		3	2hr55min	Blue Crab	9
				Gizzard Shad	2
		4	2hr40min	Blue Crab	2
				Gizzard Shad	2
				Menhadden	2
		5	2hr12min	Blue Crab	2
				Spot	1
		6	2hr30min	Menhadden	1
	8/12-13/98	1	19hr7min	Gizzard Shad	9
				Menhadden	6
				Blue Catfish	3
				Blue Crab	3
				Croaker	1
		2	19hr20min	Gizzard Shad	22
				Menhadden	8
				Blue Catfish	5
				Longnose Gar	1
				Blue Crab	1
		3	20hr45min	Gizzard Shad	3
				Blue Crab	11
				Croaker	1
				White Catfish	1
				Blue Catfish	1
		4	21hr5min	Menhadden	1
				Blue Catfish	1
				Croaker	2
				Spot	1
2	08/13/98			Blue Crab	10
		1	2hr15min	Blue Crab	7
				Croaker	1
		2	2hr23min	Blue Crab	8
				Gizzard Shad	1
5	09/14/98			Croaker	1
		1	3hr11min	Blue Crab	5
		2	3hr20min	Blue Crab	2
				Gizzard Shad	1
		3	3hr43min	Blue Crab	6
				Gizzard Shad	1
2	9/14-15/98	4	3hr47min	Blue Crab	8
				Hogchoker	1
		1	19hr	Blue Crab	12
				Croaker	2
	9/14-15/98			Cownose Ray	1
		2	19hr20min	Blue Crab	4
				Gizzard Shad	1

Site	Date	Net #	Length of Set	Species Caught	# Caught
2	9/14-15/98	2		Croaker	3
				White Catfish	1
3	9/15-16/98	1	21hr19min	Blue Crab	5
				Blue Catfish	1
		2	21hr45min	Blue Crab	5
				Spot	2
				Striped Bass	1
2	9/15-16/98	1	22hr10min	Blue Crab	13
				Gizzard Shad	6
				Hogchoker	1
				Weakfish	1
				Striped Bass	1
				Blue Catfish	1
		2	22hr39min	Blue Crab	5
				Gizzard Shad	2
				Croaker	2
1	09/21/98	1	3hr10min	Gizzard Shad	20
		2	3hr5min	Gizzard Shad	12
				Carp	1
		3	3hr22min	Gizzard Shad	23
				Channel Catfish	2
		4	Lost or Stolen		
		5	2hr44min	Gizzard Shad	14
				Channel Catfish	4
1	9/21-22/98	1	17hr26min	Gizzard Shad	63
				Striped Bass	4
				Channel Catfish	1
				Menhadden	1
		2	15hr44min	Gizzard Shad	1
4	9/21-22/98	1	17hr12min	Gizzard Shad	118
				Channel Catfish	5
		2	18hr59min	Gizzard Shad	125
				Channel Catfish	10
				Striped Bass	1
1	09/22/98	1	3hr27min	Gizzard Shad	20
				Channel Catfish	5
				Striped Bass	1
				Carp	5
		2	2hr10min	Gizzard Shad	4
				Carp	6
				Channel Catfish	6
4	09/22/98	1	3hr11min	Gizzard Shad	27
		2	2hr40min	Gizzard Shad	43
				White Perch	1
	09/29/98	1	4hr21min	Gizzard Shad	103
		2	5hr14min	Gizzard Shad	118
				Striped Bass	1
				Catfish	1
		3	5hr44min	Catfish	10
				White Sucker	1
		4	6hr24min	Gizzard Shad	19
				Catfish	34
				White Sucker	4
				Blue Crab	1
2	10/20/98	1	3hr20min	Blue Crab	1
		2	3hr	Blue Crab	1
	10/20-21/98	1	19hr10min	Gizzard Shad	1
				Striped Bass	1
				Blue Crab	1
				Weakfish	1
		2	19hr40min	Gizzard Shad	2

Site	Date	Net #	Length of Set	Species Caught	# Caught
2	10/20-21/98	2		Blue Crab	2
				Croaker	1
				Hogchoker	1
3	10/20-21/98	1	23hr52min	Blue Crab	2
				Croaker	1
				Blue Catfish	1
		2	24hr18min	Striped Bass	1
				Croaker	1
				Gizzard Shad	1
	10/21-23/98	1	47hr31min	Croaker	3
				White Catfish	1
				Blue Catfish	1
				Channel Catfish	2
				Blue Crab	1
		2	46hr44min	Channel Catfish	2
				Croaker	5
				Flounder	1
				Weakfish	1
				White Catfish	1
				Blue Crab	3
5	10/21-23/98	1	42hr50min	Croaker	2
				Gizzard Shad	3
				Blue Crab	3
				Flounder	2
				Striped Bass	1
				Weakfish	1
		2	42hr15min	Blue Crab	2
				Weakfish	2
				Gizzard Shad	2
				Croaker	3
				White Catfish	1
5	10/23/98	1	3hr23min	Gizzard Shad	1
				Blue Crab	1
		2	3hr35min	Gizzard Shad	2
				Croaker	1
				Weakfish	1
	12/08/98	1	3hr30min	Nothing	
		2	3hr50min	Croaker	1
		3	4hr5min	Croaker	1
				Harvest Fish	1
		4	4hr20min	Croaker	2
2	12/8-9/98	1	18hr58min	Croaker	3
		2	19hr19min	Croaker	1
		3	19hr54min	Croaker	4
				Harvest Fish	1
		4	20hr16min	Menhadden	4
				Striped Bass	2
				Croaker	3
				Gizzard Shad	2
3	12/9-10/98	1	23hr40min	Nothing	
		2	24hr5min	Croaker	6
				Hogchoker	1
		3	23hr58min	Croaker	1
		4	24hr20min	Striped Bass	1
1	12/16/98	1	3hr	Nothing	
		2	3hr22min	Gizzard Shad	7
				Striped Bass	3
				Yellow Perch	1
4		1	3hr52min	Catfish	2
		2	4hr26min	Nothing	
	12/16-17/98	1	20hr52min	Catfish	6

Site	Date	Net #	Length of Set	Species Caught	# Caught
4	12/16-17/98	1		Gizzard Shad	3
				Longnose Gar	12
		2	20hr49min	Catfish	2
				Gizzard Shad	2
1	12/16-17/98	1	20hr31min	Gizzard Shad	1
				Catfish	2
		2	20hr34min	Gizzard Shad	11
				Striped Bass	7
				Catfish	12
				White Sucker	3
	12/17-18/98	1	22hr48min	Striped Bass	1
				Catfish	2
		2	23hr14min	Nothing	
4	12/17-18/98	1	22hr5min	Gizzard Shad	9
				Striped Bass	2
				White Sucker	1
				Longnose Gar	15
				Wh/Bl Catfish	10
		2	22hr18min	Gizzard Shad	7
				Striped Bass	2
	12/28-29/98	1	22hr16min	Gizzard Shad	76
				Blue Catfish	6
				Channel Catfish	1
				Striped Bass	3
				Longnose Gar	13
		2	22hr20min	Nothing	
1		1	21hr42min	Channel Catfish	1
				Blue Catfish	3
		2	21hr38min	Gizzard Shad	1
				Blue Catfish	1
5	1/13-14/99	1	18hr47min	Nothing	
		2	19hr	Striped Bass	1
		3	19hr15min	Gizzard Shad	1
		4	19hr25min	Gizzard Shad	1
2	1/14-15/99	1	23hr33min	Striped Bass	1
		2	23hr50min	Striped Bass	2
				Gizzard Shad	1
		3	24hr8min	Striped Bass	3
				Gizzard Shad	1
		4	24hr20min	Gizzard Shad	1
1	2/9-10/99	1	22hr55min	Nothing	
		2	23hr33min	Blue Catfish	3
				Striped Bass	1
				Channel Catfish	2
				White Sucker	1
4		1	23hr48min	Gizzard Shad	3
				Striped Bass	2
				Croaker	1
		2	23hr51min	Gizzard Shad	7
				Striped Bass	6
				Blue Catfish	1
1	2/10-11/99	1	23hr40min	Gizzard Shad	29
				Striped Bass	16
				Channel Catfish	3
				Blue Catfish	2
				Carp	2
		2	24hr5min	Gizzard Shad	1
				Blue Catfish	1
				Channel Catfish	1
2	02/23/99	1	2hr26min	Nothing	
		2	2hr32min	White Perch	1

Site	Date	Net #	Length of Set	Species Caught	# Caught
5	02/23/99	1	3hr53min	Gizzard Shad	2
		2	3hr59min	Nothing	
	2/23-24/99	1	20hr47min	Gizzard Shad	1
				White Perch	1
		2	21hr16min	Gizzard Shad	1
2		1	20hr49min	Hogchoker	1
		2	21hr18min	Hogchoker	1
				Gizzard Shad	1
1	2/25-26/99	1	26hr20min	Gizzard Shad	8
				Yellow Perch	1
				Carp	1
				Striped Bass	1
				Crayfish	2
				Blue Catfish	1
				Duck	1
		2	27hr23min	Gizzard Shad	21
				Carp	1
4		1	24hr58min	Striped Bass	1
		2	25hr7min	Channel Catfish	1

PLEASE PRINT

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Dan Meyer	" " " " " "



Parris N. Glendening
Governor

Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW

Tawes State Office Building
Annapolis, Maryland 21401

April 6, 1999

John R. Griffin
Secretary

Carolyn D. Davis
Deputy Secretary

Ms. Christina E. Correale
Chief, Operations Division
U.S. Army Corps of Engineers, Baltimore District
P.O. Box 1715
Baltimore, Maryland 21203-1715

RE: U.S. Army Corps of Engineers Public Notice TN-98-02; Proposed Maintenance Dredging of Federal Navigation Project; Potomac River Below Washington and Alexandria, Maryland and Virginia

Dear Ms. Correale:

Additional information regarding the above referenced project, specifically the proposed placement of material dredged from the navigation channel in a deep hole in Gunston Cove has been provided to us by the Department's Resource Assessment Service. The proposed Gunston Cove disposal site would be located at a site that is currently a long-term monitoring station managed by George Mason University. Our Department uses the water and habitat quality data collected at this station, as well as other stations on the Potomac River, to evaluate management strategies for nutrient reduction by determining long-term nutrient trends and status. For example, in September 1996, Blue Plains Wastewater Treatment Plant (WWTP) implemented a pilot Biological Nutrient Removal (BNR) program to denitrify their effluent in the hopes of reducing ambient nitrogen concentrations. The entire Blue Plains WWTP is scheduled to implement BNR in 2000. We are concerned that the placement of dredged material in Gunston Cove will compromise our ability to adequately characterize the effectiveness of full BNR implementation on nitrogen removal at the Blue Plains WWTP.


The Middle and Lower Potomac Tributary Strategy Teams have been charged with evaluating management strategies to reduce nutrient inputs into the Potomac River as part of the State's 40% Nutrient Reduction Strategy. Thus the evaluation of possible impacts of depositing nearly two million cubic yards of dredged material into the tidal fresh portion of the Potomac River is of critical importance. If the Gunston Cove is selected as the disposal site for the proposed dredging project, the Corps should develop their monitoring plan for the placement site

Ms. Christina E. Correale
April 6, 1999
Page 2

in conjunction with the Tributary Strategy Teams and the Department's Resource Assessment Service. The monitoring plan should be sufficiently robust to ensure that any impacts from the placement of dredged material on ambient water quality and living resources can be evaluated. Mr. Bruce Michael, Chief, Water Quality and Habitat Program in the Department's Resource Assessment Service should be contacted at 410-260-8627 for additional information regarding the development of any monitoring plan.

Should you require additional information regarding these comments, please feel free to contact Roland Limpert of my staff at 410-260-8330.

Sincerely,


Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD:RJL

cc: Paul Massicot, DNR-RAS
Bruce Michael, DNR-RAS
Elder Ghigiarelli, MDE